

The

National

Falcon

News

APRIL 2018

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA



1963 Falcon Ranchero
Anthony Sam
Springfield, New Jersey

ON THE COVER

Anthony Sam (FCA #14149) of Springfield, New Jersey's 1963 Falcon Ranchero

This month we get to peek into Anthony Sam's "Falcon's Nest" and see an up-close look at his 1963 Ranchero. The adventure begins in Front Royal, Virginia where he purchased his Falcon and takes us through a few challenges, changes and corrections to present day, where the Ranchero shares a garage with some other close auto relatives.

Our look into the travels and trevails of this 1963 Falcon Ranchero begins on page 12.

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CALENDAR OF EVENTS

APRIL 13-14, 2018

TEXAS REGIONAL, AUSTIN, TEXAS

Hosted by Capital City Chapter

APRIL 20-21, 2018

BON TEMPS REGIONAL, GONZALEZ, LOUISIANA

Hosted by Bon Temps Chapter

MAY 4-5, 2018

19TH KCFCA REGIONAL, BETHEL, PENNSYLVANIA

Hosted by Keystone Chapter

JUNE 1-2, 2018

OHIO VALLEY REGIONAL, DAYTON, OHIO

Hosted by Ohio Valley Chapter; Use form on wrap to register.

JULY 18-21, 2018

FCA NATIONAL MEET, WICHITA, KANSAS

Hosted by Wheat State Chapter; Use form on wrap to register.

AUGUST 17-18, 2018

NORTHEAST 20TH ANNUAL REGIONAL, WARWICK, RI

Hosted by Northeast Chapter

AUGUST 31-SEPTEMBER 1, 2018

CAROLINAS REGIONAL, KANNAPOLIS, N. CAROLINA

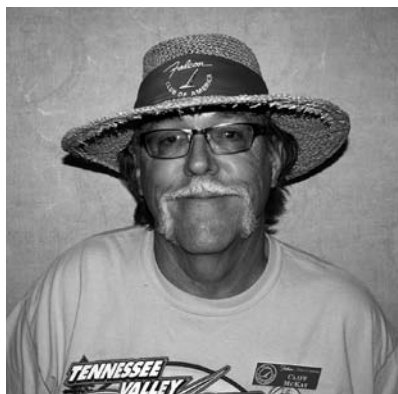
Hosted by Carolinas Chapter

JULY 2019 FCA NATIONAL, WINTER PARK, COLORADO

Hosted by Mile Hi Chapter

The
National Falcon News
THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to fca.editor@yahoo.com or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.



Cliff McKay
FCA President

Well, once again it has been a really wacky winter for many of our FCA folks this year. Too much snow fell in some areas, too much rain came down in some areas, yet very little real winter weather showed up in other areas. Yet again we've managed to make it through the worst Ol' Man Winter could do and now spring is arriving to color our world. We're all looking forward to longer days, milder temperatures, and for plants to start to bloom. I have already marked my calendar with this season's car shows. Hopefully you've completed major projects or new projects during the winter months... just some last minute details to finish up and you'll be back cruisin' the highways and byways again!

Are you ready to travel to a FCA Regional or National Meet this spring or summer? Don't forget to make a list of things to take with you. Add to that a list of unique things to do or places to see along the way. I highly recommend that you create a personal wish list of needed parts or kits from our vendors or other Falcon friends in the Swap Area.

Migrating with a flock of Falcons is such a fun way to travel to regional or national events. Participation and making new friends is at least half the fun at all our club events. This also helps attract new people to our great cars interests them in FCA membership. Please remember to be a good ambassador to all the interesting folks you meet at these events. Don't be shy, invite them to participate in some great fun with our great cars!

I hope those that could make it went down to enjoy the Southern Coast Chapter's early Spring Regional Show in Pensacola, Florida. Those lucky enough to go I'm sure had a great time there.

"Please remember to be a good ambassador to all the interesting folks you meet at these events. Don't be shy, invite them to participate in some great fun with our great cars!"

Please be sure to visit with and share your Falcon(s) with youngsters as the opportunity presents itself. Share your stories with them as well. If they get into a Falcon of their own, try to help them when you can. Remember to take kids—yours or somebody else's— to a car show or two this year. Keep the Falcon legacy alive!

Take care. May God Bless. Hope you all have a wonderful spring to get those birds sleek and showy. Have fun working safely on them and checking them out for spring cruises as your local weather permits. Falcon On!

Reminders: Texas Regional, April 13–14 in Austin, Texas; Bon Temps Chapter's Second Spring Regional, April 20–21 in Baton Rouge, Louisiana; KCFCFA Regional, May 4–5 in Bethel, Pennsylvania; Ohio Valley Regional, June 1–2 in Dayton, Ohio.; August 17–18 in Warwick, Rhode Island; and August 1–September 1 in Kannapolis, North Carolina.

Please get both your 2018 Nationals registration and hotel reservations made soon. Be advised that online registration via our website will end at midnight, July 9 to allow us time to update it for the 2019 National.

Speaking of the 2019 National Meet, did you notice this month's calendar? The Board has approved the application for next year's location. Much more information will come, but get excited as we look forward to the Rockies in 2019. And that's NO April Fools!

—Cliff McKay (FCA #7987)
Peck, Kansas

CRUISING AND CHRISTMAS WITH

Cider Mill Cruise

Sunday, October 22, 2017, FCA Metro Detroit Chapter held their annual MDFC Fall Cider Mill Cruise. First stop was McHattie Park in South Lyon, Michigan where they visited the Witch's Hat Depot Museum, constructed in 1909. It's an old restored freight station and train depot aptly named Witch's Hat after its round cone-shaped roof.

In 1871, only two years before South Lyon's incorporation as a city, the Detroit, Lansing and Northern Railroad came to town. With a population of only 400, the railroad created a boost in business and caused rapid growth in the town. When the Grand Trunk Western Railway arrived in 1884, the population had doubled. At its peak, South Lyon was home to a newspaper, union school, stave mill, three churches, two grocery stores and many more businesses. The group also saw several

of the restored historic town's buildings and an old restored wooden Chesapeake & Ohio caboose dating from 1926.

After a guided tour of the Depot, they cruised the beautiful fall colored countryside to the Cider Mill in Parshallville. They filled up on cider and donuts, then headed to Hartland for dinner. It was their last club cruise of 2017 before their prized "Birds" were put away for winter.



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FCA'S METRO DETROIT CHAPTER



Christmas Party

Metro Detroit's 2017 Christmas party was held at Motor City Solutions Hot Rod and Restorations Shop and was a terrific festive event for the members. They even let them have the run of the shop to see what projects they were working on. Along with the 28 members at Christmas party, three Marines attended in honor of our Toys-for-Tots contributions. The chapter donated six bicycles and other toys to Toys for Tots Christmas gifts to less fortunate children in the community. The chapter participates every year and Toys for Tots is always grateful for their donations.

Awards were presented. Alan Aniol received "The MDFC 2017 Hard Luck Award." Motor City Solutions owner Jeff Adwell was presented a framed original "Garage Art" illustration created and donated by artist Larry Shovan, in appreciation of his continued support of the Club.

It was a great location with great food, a gala atmosphere and good Falcon Club camaraderie.

—Larry Shovan, (FCA # 15041)

Howell, Michigan

Editor, *Falcon Express*

The Metro Detroit Falcon Club Newsletter

Motor City Solutions Hot Rod and Restorations Shop hosted the 2017 Christmas Party.



"Garage Art" is presented to Jeff Adwell of Motor City Solutions.



MDFC generously donated six bicycles to the annual Marines' Toys for Tots drive.



Chapter Membership Recruitment Program

Compiled by Ray Chevalier

Does your FCA Chapter have too many members?
If the answer is NO maybe this program will help.

Introduction

I have decided to volunteer my time to help chapters increase their membership numbers using the monthly FCA roster. There is an easy way to recruit new members into your Chapter. I have been using this method for the last 25 years and have built the Northeast Chapter into the largest Chapter in the Falcon Club. We have 140 members and most were recruited by using this method. Before the monthly FCA membership roster was available, I had to use the yearly Membership Directory, but now we are able reach new FCA members on a monthly basis. Very few new FCA members reach out and join a local Chapter, but extending an invitation increases the chance of that a new FCA members will join your Chapter.

Until recently this method of searching through a large data base was not easy. Fay di Zerega has volunteered to send out the FCA membership list in a format that is much easier to understand and work with. The FCA roster is in Microsoft Excel. If you don't have Excel there is a solution called Apache OpenOffice that is a free download and will open Excel spreadsheets.

What is needed to make this program work?

A Chapter needs to have a member willing to spend time on this every month to make it work. If they have good computer skills, that is a plus, but not a necessity.

1. Create a form letter:

- Make it personal by adding the person's name and FCA number
- Define the area your Chapter covers
- Let them know your meeting dates and location, if possible
- Include Chapter activities like Regional Meets your members attend
- Let them know your Chapter's website, if you have one.
- List your Chapter officers
- Give them a contact person's email and phone for any questions they have

2. Enclose a copy of the Chapter's application.

The FCA roster should be used for Chapters to check their rosters for non-paid FCA members. New member recruitment is just another use of the same information. The roster also shows the month of dues renewal.

This program is not for one that expects to see a fast return on time invested. It tends to be slow to develop, but many Chapter numbers are low, and this is just another tool to help increase membership in the Chapters.

Each month there are about 35 to 45 new people joining the Falcon Club of America. The faster you can get an invitation into their hands the better the chances are that they will also join your Chapter.

We can now receive the FCA roster formatted in different ways. The standard format is by zip code. We can also get the roster formatted by ascending order FCA numbers. Email addresses are also included, when available.

Procedures to get the program running.

1. Assign a Membership Person willing to try the program who has knowledge of your Chapter's area, cities and towns.
2. Get the Membership Person connected to the FCA's monthly roster email list through your Regional Director.
3. If the application goes to the Chapter's Secretary or Treasurer, there needs to be timely communications between the two.
4. Membership Person will need to keep a record of the members they have recruited and of those that never responded.
5. With a little searching, you can locate older members who live within your Chapter's area and send them a letter inviting them to join your Chapter.

Ideas that may also help with new member recruitment:

Create a special meeting; send out emails, and/or letters with a special invitation to a Chapter information meeting. No strings attached. Let the prospective new members see what your Chapter is all about. One idea has been to offer them a six-month free membership.

In my 30 years with the Falcon Club of America I have watched the average age of our membership creep up and not seen a lot of new blood come into the Club. I would guess that younger people may not relate to a Falcon as we baby boomers and older do. So, we need all the chapter members we can find to carry on the love and restoration of the Ford Falcon into the future. So, I will volunteer whatever time necessary to see if I can help any chapter that I can increase their membership. If you are interested in trying this program and have any questions, please email me and I will do what I can to help. I will also volunteer to send any new FCA members to someone in your chapter if that will help.

—Ray Chevalier (FCA #3076)
Lehigh Acres, Florida
Snoopysdad@hotmail.com

Note: This FCA Membership information is to be used for the sole purpose of Falcon Club use only and not to be used for any commercial way.

Sample Invitation Letter

Chapter Name

Falcon Club of America

Chartered 19__

www.yourwebsite

Address or PO Box

Officers (optional)

John Doe #15000
123 High Rd.
Sunshine, State 00000

Dear John,

Welcome to the Falcon Club of America (FCA). Now that you are a member of the National Falcon Club you are eligible to join our local Chapter. The _____ Chapter covers (list state, cities or 50 mile radius of a city). The _____ Chapter has ____ members and we are growing by leaps and bounds.

The popularity of the Ford Falcon has exploded in the past few years. Our Chapter has hosted Regional Meets at (give dates, location, and number of Falcons attended). The Chapter also has (list your Chapter's meetings/ activities.)

The _____ Chapter meets on the (list date, time and location). Check our website for more details.

As you can see we are on the move and looking forward to an great 2018. We hope you will want to be part of our Chapter in the near future. All Falcon Club chapters are family oriented and spouses/ partners and children are always welcomed.

You will find enclosed an application for the Somewhere Chapter. If you have any questions please feel free to call _____ or email at _____@____.com. Looking forward to hearing from you.

Falcons Forever,

Member Name

Membership Chairperson

Wavy Washer Wrestling

I never really believed that an article on the proper installation of Falcon bumper brackets was necessary. But as the last three cars that I have worked on have had improperly installed bumper brackets, I realize now I was wrong.

The bumpers on a Falcon are held on to the bumper brackets with bumper bolt assemblies. The assemblies consist of a bolt, a washer and a nut. In my experience, most bumper installers understand that the washer goes on the bolt between the bolt head and the nut. But this washer is no ordinary washer. This washer is a wavy washer. This is where the confusion comes in. A wavy washer? Never seen one of those before. What do I do with it?



A brief explanation of the purpose of the wavy washer (as determined by me) and the proper installation of the wavy washer will become apparent.

First, both the bumper and the bumper brackets are hardly precision-made parts. The fit between the two can be best described as sloppy. A gap between the bumper and the bumper brackets often exists, preventing the bumper from being held tight against the bumper brackets. Tightening the bumper bolts to draw the bumper against the bumper brackets to try and eliminate this gap most often fails and can even result in bending the bumper.

The wavy washer helps to fill this gap between the bumper and the bumper brackets, allowing the bumper and the bumper brackets to be held together firmly despite any gap.



The second purpose of the wavy washer is to prevent the bumper bolt from extending too far through the bumper. The hex head on the inside of the head of the bumper bolt is longer than the bumper is thick. In order for the bumper bolt to fit flush on the outside of the bumper, the hex head must extend a short distance through the bumper.



If the bumper bracket is allowed to be pulled tight against the inside of the bumper, the bolt head will stand proud and not sit flush with the outside of the bumper.

The wavy washer helps to maintain a space for the hex head between the bumper bracket and the bumper.



The conclusion to be drawn from this article is that the wavy washer fits between the bumper and the bumper bracket. The wavy washer has no use otherwise and I hope never to see one of them again.

—Jeff Schira (FCA #6235)
Arlington, Texas



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1961 Ford Falcon Sedan Delivery VIN. Fuel Injected Cobra Mustang 347 CID (400+hp), Cobra Intake, bigger fuel injectors with MAF, SVO Heads, headers, plumbed for Nitrous, which I've never used. Tremec 3650 five-speed, power disc brakes, and Sprint steering wheel, SVO Mustang bucket seats, original console, Cal-Tracs with 90/10 shocks and traction control, Optima Battery, three-point seat belts, and Ford nine-inch 31 spline braced rear end with 4.11 posi. Asking \$17,000. Bryce Langley, Tulsa, OK. Call 918-688-9178 or brdvprra@gmail.com. OK. 180326



1962 Falcon two-door wagon. Rare two-door station wagon body style. 1974 Ford Torino running gear. 250 ci six-cylinder with electronic ignition. New C4 three-speed automatic transmission with cooler. New paint with original Baffin Blue color, white top and black interior. New upholstery, carpet, headliner, door and window handles, windshield, window channels, door and tailgate rubber, gas tank, exhaust, radiator with electric fans, alternator, wiring harness. Updated dash with new electric gauges and new knobs. New ignition switch and door locks. Two-speed electric windshield wipers conversion. New

electronic stereo radio with front and rear speakers. Rebuilt heater/defroster with new blower motor. New insulation throughout. 14" wheels and tires with updated brake system. Florida title. \$12,900. Email, call or text Ron Brooks, ronbrooks20@gmail.com, 407-810-7357. FL 180440



I am selling my 1963 Ford Falcon Futura convertible which I've owned since 1988. All stock, all original with new top installed in 2018. Seats and dash were re-upholstered prior to owning; no cracks in either. Seats retain original Falcon emblem on back seat and seat belts for four are installed. Original four-speed on the floor, original 170cc engine. Beautiful looking car; it's been kept in garage and everything works. Mileage is 77,836; I bought it with approximately 68,000 miles. Asking \$18,000. Additional photos available upon request. If you would like other information, please contact Pbelway@gmail.com or 415-810-4712. 180406



1963 Falcon Deluxe four-door wagon, 260 V8 automatic, in stock condition, chrome and glass good, five-lug rim and radials, blue and blue with bench. 71B code, runs and drives good, \$6,500. Contact Chuck Gates, 360-452-4483 or mona@onlymarine.com. 180405



1963½ Ford Falcon Sprint with rebuilt V8 engine. Four-speed, older restoration, owned for 30 years, \$15,000. Chuck Gates, 360-452-4483 mona@onlymarine.com. 180406



1964 Ford Falcon Sprint convertible, V8 engine, Maroon with black top, very good condition with 229,353 miles. Only one owner and has been garaged for last 30 years (in carport before that). This Falcon was owned and lovingly cared for by my father who passed away in December 2017. He drove it on weekends; I'm not sure when he last took it out. It has had some updates that I am aware of—the carpet and upholstery. Dad was a proud member of the Falcon Club of America, and I know he would be thrilled to sell his “baby” to a fellow member. This car has quite an exciting story attached to it. Email me if you are interested in the car and I will be glad to fill you in on the story as well. Asking price \$19,990 OBO. Patricia Hare, hare.tricia@gmail.com. Northern VA. 180429



1965 Falcon Futura blue two-door hardtop, six cylinder automatic, 102,800 miles, runs good, body paint and glass in good condition, 14” wheels and rims, \$17,000 Canadian currency. Contact Keith by text at 519-437-9083 or kmulvey@ezlink.on.ca. Ontario, Canada. 180405



1965 Falcon two-door wagon. Undercarriage has all been replaced. Car came with a 289, but now has a 351M that has been bored .060 over. It has a 650 Holley carburetor, MSD ignition and lots of chrome under the hood. C4 automatic transmission converted to floor shift. The shift is the slap stick as this car was being built for a race/stock car. Ford nine inch rear end; brakes replaced with new drum brakes and suspension beefed up to handle the race

—Continued on page 14

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My Ranchero Adventure



Our adventure begins in the summer of 2015 with the discovery of a little red 1963 Ranchero residing comfortably in Front Royal, Virginia. After an initial discussion with the owner, my wife and I decided to make the 250 mile trek from New Jersey to take a look. Upon seeing the car in-person I was certainly intrigued. It seemed in overall good shape

but was changed significantly over the years. It had a 200 engine from a '68 Falcon, a C4 transmission from a '66 Mustang, and the following parts from a '64 Falcon V8: five lug front hubs, driveshaft, rear axle, steering column. It also had bucket seats from a late model Dodge that, while functional, looked wholly out of place and none too attractive. The owner sensed my unease with the seats and directed me to the back of

his garage where, under some blankets was the original, steer head pattern bench seat. It was in good condition and included in the sale. Now I was getting interested. Time for a test drive. Everything was in order, good tires, steering and suspension; good acceleration and braking; good electrical system. The "Frankenstein" driveline fit together and functioned perfectly. No leaks, smoke, odd smells, or strange sounds. Engine temperature was in normal range.

My original plan, if I decided to buy it, was to go to the local U-Haul and rent a trailer to tow the car home. However, it performed so well during the test drive, I started thinking "maybe I could actually drive this thing back to Jersey." Satisfied, I negotiated a fair price with the owner and completed the sale. It was a gorgeous summer day with forecast clear weather continuing. I made up my mind, I was driving! When I informed my wife that she'd be driving our F-250 "mission support vehicle" home, she just shook her head and smiled! I asked the seller if he'd allow me to perform a little



By Anthony Sam

maintenance before I left. Not only did he say yes, he provided fresh oil and a new filter! I carefully went over the entire vehicle; the old Ranchero certainly seemed ready for a road trip.

We decided to drive halfway to Carlisle, Pennsylvania and spend the night at my brother's house. We agreed to stop every 25 miles for safety checks. We got on the road at 1:00 PM and headed North on Interstate 81. I noticed we were getting passed a lot but really didn't think anything of it. At our first stop my wife mentioned that we'd only been going 50 MPH. It didn't seem right as I'd been showing 60 MPH on the speedometer. We checked it again and at the next stop; same thing. The speedometer was reading 10 mph slow. No worries, I'd just take it up to 70 MPH for the rest of the trip. That's when the fun started...

As I pushed up to 70 MPH on the speedometer the engine temp started to increase. Approaching Martinsburg, West Virginia, I was getting concerned about overheating and decided it would be best if we

stayed off the interstate; we would take US Route 11 the rest of the way to Carlisle. The drive would be longer but we'd operate at reduced speeds and pass through plenty of towns should trouble arise. We stopped for gas and another inspection in Martinsburg. As we got ready to leave, I turned the key and...nothing! After 30 minutes of troubleshooting, I found a bad splice on the transmission neutral safety switch wiring. Luckily I had what I needed in my truck and got us going again. We pushed on for Carlisle; only 75 miles away. Should be an easy drive from here, right?

Soon, the afternoon temperature climbed to 94 degrees—something I didn't consider earlier. I was beginning to get a little warm behind the wheel and I noticed what I believed to be a bit of brake fade.

I made note of it and increased my distances just to add a margin of safety. An oblivious fellow motorist induced a panic stop in Hagerstown, Maryland and convinced me that I definitely had a brake problem.

—Continued on page 16

aspects. Motor, trans., rear end, brakes, and suspension is all new. The wire harness has been replaced with a new harness from American Auto Wire. This harness has every wire marked where they go. There are like 21 fusible connections to wire the car. Car's stripped down for restoration. I have most of the parts; included also are a lot of new parts. I have all the glass. Car is Turquoise with a pretty straight body for the year, with some rust behind the rear wheels. Floor pans replaced. I have a book of receipts with \$5,000 in the motor alone which has been balanced and blueprinted. I've had it running since the new components have been installed. It sounds very nice but I haven't driven it yet. Odometer says 100,000 miles but the drive train has next to zero miles. Reduced price to \$7,500. Rick Birr, rick65wagon@gmail.com, 480-577-8556. AZ. 180417

1965 Sprint, \$2,500; 1965 Futura hardtop, \$800; 1965 Futura convertible, four speed, \$1,500; 1964 Futura hardtop, bare body in primer on rolling chassis, including many interior and exterior parts, \$6,400; 1964 Futura convertible, \$1,000. 1964 Sprint 289 V8 with headers and floor shifter, bucket seats, \$2500; 1964 Futura hardtop with Comet dash and 302 V8, three speed, \$2500; 1963 Deluxe Station Wagon, \$1,500; 1960 two-door Comet, \$500. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwbanson@mail.win.org. 180220

FALCONS WANTED

Looking for a 1963 Super Deluxe Squire Wagon, body number 71D, in good driving condition. The ideal car would have a V8 and manual transmission. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 180433

PARTS FOR SALE

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,499. 1964 NOS headlight assembly \$300 pair. 1965 NOS Headlight assembly \$300 pair. 1962/1963 NOS Falcon Cowl Top, \$199. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1965 NOS Falcon back-up lamp kit, Part #C5-DZ-15449-B, Wagon/Ranchero, \$399. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no-back-up, \$125. 1965 NOS Falcon lens, no-back-up, \$125. NOS Falcon/Comet 170, 200, six cyl. exhaust manifold, \$89. 1963/1964/1965 Falcon Sprint California air cleaner, with PVC tube on the top, \$399. 1963-65 Falcon/Comet 14 inch, four lug, chrome slotted wheels, with B.F. Goodrich tires, \$950. 1963-65 Falcon bucket seats, black, usable or recover, \$950. 1963-65 Falcon/Comet four speed shifter with knob, \$199. 1963-65 Falcon/Comet top loader shifter box with linkage, \$450. 1965 NOS Falcon Ranchero/Wagon gas cap, \$179. 1963-65 Falcon/Comet six cyl. valve cover, black or red powder coated, \$125. 1963 Falcon Sprint intake, carb, air cleaner with filter, valve covers, \$499. 1963 Falcon spears, \$100. 1963 Falcon hood scoop, new chrome, \$145.

1963 Ford FE, 3x2 set-up, intake, carbs, linkage, air cleaner, NOS air filter, fuel log, \$1,400. More NOS, used and Scott Drake reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 180402



14" steel rims x four inch, four hole, four inch on center. Removed from 1962 Falcon. Five rims, \$25 each or \$100 for the five. Pick up only. Contact Denmuther@comcast.net. IL. 180432

1964-65 taillights with backup lights; also without. Side chrome for 1964-65 Falcons. Doors, fenders, hoods, trunk lids, rear curved glass for station wagon. Fan blades, pulleys, inner and outer windshield chrome for Futuras and Sprints. Vent windows with chrome for 1963-65. 35 year collection of lots of parts. Excellent 1965 Mercury Caliente grille. Bob, 806-68-3550. TX. 180418

1963 Falcon Futura convertible parts: door and windshield chrome, glove box, emergency brake cable and handle. Front fender spears, hood scoop, front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Selling as a lot. Make me an offer. Oliver Jergensen, 360-631-8213. WA. 180416

1967 289 4V setup, intake cast #C6OE-9425, date 6J19; carburetor cast #C7F M, series 4300, venture 1.00, \$350. Used leaf springs out of a 1964 Falcon sedan, cast #C4DA-5556-A GI-3K, \$200. C4 B & M "breakaway" torque converter, \$300. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1965 289 crankshaft, \$150; four connecting rods cast #C3AE, \$50; valve covers, \$60. 1966 289 heads cast #C6OE, date codes 5F10 & 5H17, \$200. 1965-66 two bl set up, intake cast #C6OE-9425-A, date 5E4; carb cast #C5ZF B; PVC system, thermostat housing, carb spacer, fittings, engine tag etc., \$250. 1967 289 heads, cast #C6AE, dates 7D18 & 7E2 \$200. 347 stroker kit, \$1,200. 1995 351W heads, cast #E7TE, dates 5B15 & 5B17 one pair \$150. 1968-70 428 CJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com. MO. 180407

1960-1965 Falcon/Comet radios, good looking, tested and working, \$150-\$225 each; four lug 14" wheels, \$45 each, set of five, \$200. 14" wire hubcaps: #4 driver quality to #1 top condition, \$175-\$550, set of four; four lug 13" wheels, \$25 each, or five for \$100; 1960 grilles, driver quality to NOS, \$75-\$200; Dagenham four speed for parts, broken 2/3 gears, but complete and spins freely, as well

as bellhousing, clutch fork, \$100–\$350; NOS Dagenham shifter box, last one, \$395; T-10 four speed, complete, buildable, narrow pattern, \$495; with complete shifter and trans. mount, \$695, with pedals, four speed column, bellhousing, starter and clutch, \$1,195. NOS 1965 grille, headlight doors and emblem, \$1,965; 1964–65 NOS remote control mirror with matching NOS right side mirror, \$495. “Driver” Quality grilles: 1960–66 plus 1969–70, \$100–\$300 depending on condition. 1960–63 Comet dash clusters, nice condition, two to choose from, \$195; 1968–70 NOS cigarette lighter elements (2), \$60 each. 1968–70 LR taillight surround, excellent used condition, \$95; 1968–70 taillight lens, excellent used condition, \$50. 1970½ Falcon/Torino parts: front bumper, excellent used condition, \$325; bumper brackets for the same, \$200; front bumper rock shield, three pieces, needs some work, \$125; L/R front fenders, near perfect, \$300 each; excellent hood \$300.00; speedometer, gauges, bezel, shows 28K miles, \$100. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. All prices are plus shipping. Call or email Lenny Kellogg at Kellogg’s Garage: lenkellogg@lpbroadband.net or 970-593-1964, CO or visit us at www.kelloggsgarage.com. 180417

In-trunk sheet metal removed from a 1963 Falcon Futura two-door sedan; this part should fit 1960–63 Falcons, but be sure of your application. This is the floorboard sheet metal that attaches to the vehicle just forward of the gas tank containing the factory spare tire bracket. The part was carefully removed by removing each spot-weld and NOT simply ‘cut out.’ It has been sprayed with a rust preventative base over primer. This is a solid part with absolutely no rust. \$75 plus shipping. Photos available. Trunk torsion bar, right hand, mounts on the right side and crosses the other torsion bar, holding open the car’s trunk. Removed from a 1963 Ford Falcon Futura the part is nearly perfect and should fit other Ford vehicles, but be sure of your application. Part is 41½ inches long by ¼” in diameter. \$32.50 plus shipping. Photos available. Steve Brown, 541-440-2697 or theobrowns@charter.net. OR. 180327

Taillight buckets and lens with backup lights for 1964 and 1965 Falcons; I also have some without backup lights. Five-bolt bell housing. Lots of chrome for ‘64 and ‘65 cars, Rancheros, and station wagons. Rear curved glass for station wagons. 1963, ‘64, and ‘65 doors, fenders, trunk lids and hoods, chrome for two-door hardtops. Much more. Bob, 806-683-3550. TX. 180307

Don Branson’s 35 year collection of good used parts for 1960–69. Hoods, \$75; doors, \$75; grilles, \$150–\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels, hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, phone 636-228-4501; email jlwbanson@mail.win.org. 180420

PARTS WANTED

Falcon 289 HiPo exhaust manifolds. Call Vic Falcone, 518-355-7756 or vffalcon64@aol.com. 180402

WANTED: 289 Hi Po San Jose built four speed radiator, top tank is stamped: C4ZE W-MO
G2 2-65.

3939-S fuel pump, I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, California plant. Carburetors for FE engines: part numbers on air horn, C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B. Distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition, either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416. Contact me at 314-480-2556 or kslitteken@aol.com. 180407

1960–65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all, partial sets, or individual pieces OK. Call or email Lenny Kellogg at Kellogg’s Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 180417

One pair of 1963–65 Falcon/Comet 289 HiPo exhaust manifolds, as described in Tech Section of February 2000 *The Falcon National News*. Similar to Ford’s HiPo manifolds introduced in 1963 for the Fairlane, these Falcon manifolds were specially modified to fit within the narrower Falcon. They were manufactured circa 2000 and distributed through Northwest Classic Falcons. These are NOT the 1965–66 Mustang HiPo manifold reproductions, which will NOT fit. Any source leads appreciated. Chris Parsons, indeoconfidimus@gmail.com. NJ. 180427

1966 Falcon: Need door edge guard moldings and rear wheel lip moldings, single speed wiper motor, interior dash plastic. 1961 Falcon station wagon: need passenger side trim piece that shaped like a half circle goes around tail light. Contact elvissugar@hotmail.com. IL 180322

Need the horizontal stainless hold-down pieces that connect the dash pad to the length of the instrument panel. Need the center section only but will purchase entire assembly. Parts must be serviceable and be free of warping. Steve Brown, 541-440-2697 or theobrowns@charter.net. OR. 180327

WANTED: “Falcon Club of America” license plate. The tag will go on my SCCA GT-1 1963 Falcon race car. The car is a tube frame GT-1 car that is bodied as a 1963 Hardtop. 200+ at Daytona! This car needs a FCA license plate. Doug Richmond, 854 Dawson Dr., Newark, DE. doug@richmondsautomotive.com. 180414



Ranchero

—Continued from page 13

I got the car to a restaurant parking lot and let the brakes cool a bit before troubleshooting. After a few checks, I determined the master cylinder had failed. It's a wonder the car stopped at all! Most auto parts stores don't keep master cylinders for '63 Fords in stock. I've always had good luck with NAPA so I gave the local store a call; amazingly they had one! My dear wife, who by this point was clearly past enjoying the experience, stayed with the Ranchero while I went for parts. I was hot, tired, and frustrated but wasn't about to give up. Considering our situation, the fix went pretty well. Thankfully the restaurant manager didn't object to my impromptu auto repair in his parking lot. I made sure to buy dinner there before we left.

We'd incurred a three hour delay, but I now had good brakes and was ready to make the final 50 mile push to Carlisle. It was getting late in the day and I didn't want to have the car on the road after dark so

we got moving quickly. Soon, I began to notice that my picture perfect weather day was changing as the skies to the North took on an ominous tone. We pressed on hoping for the best. We were now only 20 miles from Carlisle but the weather was deteriorating quickly. A flash of lightning, a roar of thunder and suddenly the skies let loose. Torrential, wind driven rain made it almost impossible to see. There was no way I could drive through it so I got to the shoulder and waited it out with my wife inside the truck. After the storm passed, I was determined to finish the drive to my Brother's place and put this day behind me. The roads were wet but the rain had tapered off so we got going again. After just a few minutes, I felt my feet getting wet. I looked down and noticed a puddle under the

pedals. Water was coming up from the road and running down inside the floor. I finally pulled into my Brother's driveway just before 9 PM; almost eight hours after we started. As I came to a stop, the seat lurched forward; two bolts had pulled loose from the floor. I'd had enough; the Ranchero was making the rest of the trip on a trailer!

After getting the Ranchero safely back home, it was time to address all of the things I'd learned about it. First order of business was to get it on the lift in my shop for a thorough inspection of the steering, suspension and driveline. All things considered,





Adventure

it looked pretty good. I did a complete lube, repacked the wheel bearings, and serviced the brakes, including conversion to a dual bowl master cylinder. To resolve the speedometer error, I installed the correct driven gear in the transmission.

Next I addressed the floors; how did they get so wet? They looked fine but I as began to probe a bit, reality set in. A previous owner went to great lengths to disguise the floor damage with some well applied fiberglass mat and undercoating. In a few places I pushed right through with just a little pressure. I got the car back on the ground and removed the seats and stock floor mat; my suspicions were confirmed. From the top side the damage was clearly visible; the toe boxes and front floor pans were shot. A glob of well-placed adhesive held the accelerator pedal to the lacy

remnants of the driver's floor. The good news was that the damage was contained. The rear floors under the seat and the transmission tunnel were good solid metal. I ordered new floor metal from Falcon Enterprises; meanwhile I stripped out the rest of the interior to get ready for the floor work. After removing the damaged floor metal, I was relieved to find that the unitized body structure underneath was rock solid. However, I was too optimistic that the replacement floors would be a perfect, drop-in fit. I didn't plan on the amount of "finesse" required. It wasn't long before my metal working skills were no match for the job at hand. I turned the work over to Bill's Body Shop in Juliustown, New Jersey; the results were spectacular!

—Continued on page 18



Ranchero Adventure

—Continued from page 17

With solid floors back in place, I mounted new accelerator and brake pedals, as well as new floor seals. Next I installed a replacement Palomino carpet from ACC. New ABS kick panels from Rhino and hand fabricated ABS panels behind the seat were prepped and finished with ColorBond products in GM Neutral Tan. I took the original seat to Back in Time Auto Upholstery in Mt. Holly, New Jersey for minor repairs and a set of matching seat belts. Their work, as always, was top-notch. Next, I refurbished the instrument cluster and installed new auxiliary gauges and a tach. Since I had the original steering wheel out to repair the horn circuit, I decided to replace it with a Volante reproduction Falcon Sprint Steering Wheel and an original

Sprint Horn Ring. Next, I got all the trim pieces, seat and seat belts installed. Finally, I compounded and polished the original painted interior surfaces. The old paint came back to life quite nicely. Now, I had the interior I envisioned when I first saw the Ranchero!

With the interior complete, I got on to the rest of my project. An exhaust leak turned out to be a cracked manifold. I was ready to order a new one when a friend offered me a header for a Mustang Six set up for dual exhaust. It took me about three seconds to say "yeah, let's do this!" Along with the header and new dual pipes, I rebuilt the stock Carter carburetor to get the old sixer breathing really well. The overheating issue turned out to be a sticky thermostat so I replaced

it and flushed the cooling system. Just a bit of exterior paint and detail work remained along with one final touch; a set of old Fenton chrome steel wheels gave me that 1960s era, hot rod shop truck look that I wanted. It's not perfect but I'm thrilled with the results.

My Ranchero now shares space in my garage, known as "The Falcon's Nest," with my '62 Falcon Wagon (July 2013 FCA Magazine Cover Car) and my '63 Mercury Comet. It's been a busy two years since I first slipped behind the Ranchero's wheel in Virginia and began this adventure. It sure was exciting but from now on, I'll bring a trailer!

—Anthony Sam (FCA #14149)
Springfield, New Jersey

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Brake Shoe Hold Down With Nine-Inch Brakes

1960–1964 Falcon (Before 2/3/64)

The brake shoe hold down replacement hardware that is on the market consists of a pin, cup and spring to hold the brake shoe to the backing plate. When using this style hardware on the early Falcon, the head of the pin is too small for the backing plate and a washer is needed between the pin head and backing plate. Without the added washer, the head of the pin can and will pull through the backing plate causing the wheel to lock up unexpectedly. For safety reasons the correct hold-down hardware should be used on the early Falcon. The part number is Raybestos **H40352**, Bendix **H4035** or Wagner **F331798**. The same part also fits some 1965–74 Mopar and AMC with 9" brakes. If the above kit cannot be found, individual parts can be sourced using the part numbers below.

— Jeff Thomas (FCA #12327)
McDonough, Georgia

Replacement Hardware



Raybestos part number for the spring is **H1156K**. Ford part number C0DD 2068-A.



Raybestos H40352



Raybestos number for the hold down is **H1134K**. Ford called it a retainer C0DD 2066-A.

YEAR	MODEL	DESCRIPTION	QTY	PART NUMBER
1960–64	X (9" brakes) front & rear Before 2/3/64	Consist of 4-C0DD 2066-A Retainer 4-C0DD 2068-A Spring	2	C0DZ 2A094-A



Thanks Jeff Schira (#6235) for this “Transport Full of Falcons” photo.



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RI, CT, MA, VT, NH, ME
Rick Bowes, 245 S. Main St.
Coventry, RI 02816 • 401-823-1059
Meet third Saturday monthly; check website for
location and time.

OHIO VALLEY CHAPTER

TRENTON, OHIO
John Howard
3955 Tolbert Rd.
Trenton, OH 45067 • 513-312-8799
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA

Al Ingli
44 Farnsworth Dr.
Toronto, Ontario, Canada M9N 227
1-416-580-8234
Meetings TBA

THE WESTERN PENNSYLVANIA CHAPTER

PITTSBURGH, PENNSYLVANIA
Bob Smith
421 Shelbourne Dr.
Pittsburgh, PA 15239 • 905-335-2834
Meetings TBA

South Eastern Region

Regional Director Dave Wagner
7111 Wolffever Landing Dr., Harrison, TN
423-243-3525; 65Sprint@baldwinpines.com

CAROLINAS CHAPTER, NORTH CAROLINA

Tony Honeycutt
6477 Mount Pleasant Rd. S.,
Concord, NC 28025
980-621-1787; exeasy_98@yahoo.com
Meet monthly. Call for dates and locations.
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER

CAMDEN, DELAWARE
Patrick Varricchio
4 Kilkea Ct., Nottingham, MD 21236
410-256-2834; steeler306@comcast.net
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA

Ricky Kerbow (January-June)
166 Crowell Rd. SE, Conyers, GA 30094
770-560-3964; mkkerbow@bellsouth.net
Bobby Chester (July-December)
2617 Camp Wahsega Road
Dahlonega, GA 30533
678-878-5016; twosprints@gmail.com
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA

Bill Shira, 433 Sandestin Dr.,
Winter Haven, FL 33884-1318
863-206-1990; shirawd@aol.com
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA

Lynn Wilkerson
237 Foxfire, Cloverdale, VA 24077
540-793-4442; vwilkerson888@aol.com
Meetings TBA

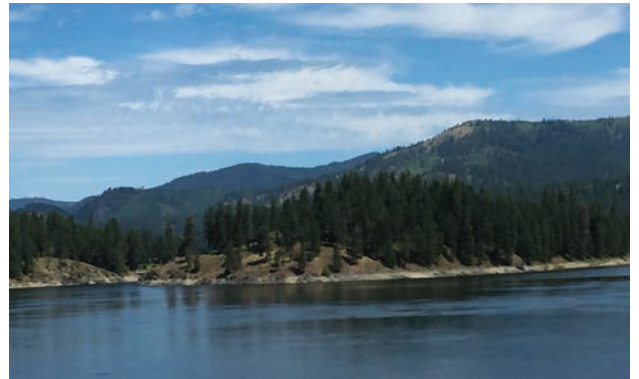
TENNESSEE VALLEY FALCONS CHAPTER

Wayne Rollins
5542 Evergreen Farms Lane
Greenback, TN 37742
865-856-3030
wrjr57@comcast.net; wrjr57@comcast.net
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER

MIDLOTHIAN, VIRGINIA
Terry Critser
1212 Outspring Road
Chesapeake, VA 23322
757-646-3222; 62bluefalcon@cox.net
Meet second Sunday of March, June, September,
December. See website for locations.

COAST-TO-COAST WITH THE MCINTYRES



Every year a group of Falcon owners get together to migrate to Nationals. In 2017 it was a long way for East Coasters Jane and Joey McIntyre (FCA #14451) and they decided to take a longer, non-direct route to California. They left home in Greensboro, North Carolina and headed north to meet Mike and Pilar Garrett (FCA #9256) in Auburn, Massachusetts. The following day, both couples and their Falcons started north en route to Houlton, Maine where their planned route would have them taking U.S. Highway 2 west. Mike is a seasoned veteran of FCA Migrations, having charted many trips for groups traveling from the East Coast to FCA Meets.

Once in Maine and on Highway 2, a two-lane highway, they made their way through small and large towns

across the United States. They crossed from New York into Canada and discovered it was easier getting into Canada than getting back into the U.S. They commented how much they loved their brief time in Canada.

The weather stayed cool for the long trip across the northern states until they crossed into California, then the heat was on. Looking back, they said they "had a wonderful time with the Garretts."

Arriving in Sacramento for the 2017 Nationals, they met up with many old friends. They enjoyed the National Meet saying it "was a great time and there were lots of cars to see."

At the Banquet, they received the award for longest distance driver, having logged 5,711 miles on their trip. Joey's car took first





place in his class and Jane won the valve cover race for the women as she represented the Carolinas Chapter.

They left on Sunday morning after the Nationals to go to Needles, California to spend a night with Bob Will, the oldest active member of Falcon Club. He had just turned 95 years young. They spent the night there and started home. They made the trip back in three days—leaving Monday about 1:30 pm and arriving home in North Carolina on Wednesday at 12:00 AM. They offered their thanks to Mike and Pilar for “letting us tag along.” Altogether they traveled a whopping 8,700 miles. What a trip!

—Jane and Joey McIntyre (FCA #14451)
Greensboro, North Carolina

This article is based on The McIntyre’s story originally published in the Carolinas Chapter’s June 2017 newsletter *The Falcon Flyer*



This advertisement was used in late 1959 to introduce the Falcon. A statement from Ford's President Henry Ford II was included along with facts about the new car. It has been reformatted to fit our magazine.

The first official facts about *Ford Falcon*

A statement by Henry Ford II



I doubt if there's ever been a new car more talked about, rumored about and guessed about than the new Ford Falcon...the New-size Ford. In describing the Falcon to you, it is perhaps easier to begin with what it is not.

It is not just a small car. It is not just a smaller Ford. It is not just an economy car. It is not the kind of car that's dangerous to take out on a great modern turnpike, in the midst of heavy truck-and-trailer traffic.

It is a beautifully sophisticated new kind of Ford that combines low cost and great economy with beautiful styling, superb comfort and complete resources of power and safety.

When you look the Falcon over in your Ford Dealer's showroom, please keep one important fact in mind: the Falcon is in no way an experimental car. All of its engineering principles

are the proven, best way of building a car. Three full years of planning, building, testing and refining have gone into the Falcon. It is a carefully thought out, carefully checked out car.

Nor does the Ford Motor Company come to the economy car field as a stranger. We have built millions of such cars in our overseas plans. We have learned a lot about economy cars from these operations. We have learned a lot about American car needs from the 50 million Fords built in this country.

In the Falcon we have summed up all this experience in producing a U.S.-built economy car, specifically designed for U.S. driving conditions.

It was my hope that we could find some way of proving the Falcon's greatness to you before the car came out. Not in terms of a test—for the Falcon passed and re-passed every test we could devise long ago. We needed some way of showing you—no matter what kind of driving you experience in your part of the country—the Falcon can fill all your car needs, beautifully, comfortably, safely and economically.

We found the way in Experience Run, U.S.A. The first Falcons off the production line were sent on a trip covering every last mile of numbered Federal Highways in the country. This is the longest, most thorough proving ever given a new car in America. In order to cover such a tremendous mileage in just 22 days, cars had to be run "around the clock."

Experience Run, U.S.A. was a dramatic, public demonstration of facts our engineers had already proved on the Ford test tracks. During the later stages of our track testing, Falcons were driven even more miles than the Experience Run. U.S.A. total...so we knew what this car could do! And Experience Run, U.S.A. is proof for all to see...proof right on your highways, your city streets.

The hundreds of thousands of miles these cars have traveled on our test tracks and during Experience Run, U.S.A. combine to make the Ford Falcon the world's most experienced new car!

Henry Ford II

Following is a series of questions and answers on the New-size Ford. They are now available in booklet form at your Ford Dealers.

How about gas mileage?

The Falcon's Experience Run U.S.A. is the best proof of that. The drivers' own mile-by-mile log books show that the Falcons averaged over 30 M.P.G. in all kinds of driving...including city traffic, mountain climbing...everything American roads have to offer.

What can the average Falcon owner expect?

More than 15% gas mileage than from an average low-priced American car.

It is reported that the Falcon is 181 inches long. Is this true—and if so—how does this compare with the size of a Ford Galaxie?

The Falcon is exactly 181.2 inches long. Its wheelbase is 109.5 inches. To picture 181 inches, look at a new Ford Falcon against the outline of a new 1960 Ford Galaxie.



Another way of putting it: the average full-sized American car measures 215–220 inches. However, even these simple comparisons don't give a true picture of the Falcon's new size. For the Falcon actually has two new sizes...and outside size and inside size.

What's the difference?

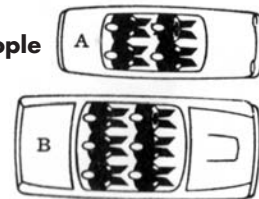
Quite a bit! Outside, the Falcon is sized to give all the handling and parking advantages of a smaller car. But inside, the Falcon is really a big car.

How many people can it seat?

Six.

An honest-to-goodness six?

Yes, the Falcon will seat six big adults in perfect comfort with their feet outstretched, their shoulders held naturally, hands by their sides and hats on their heads. As you can see, above, the foreign cars (A) seat four comfortably...the Falcon (B) seats six big adults in even greater comfort.



the new size Ford for 1960

How much luggage space does the Falcon have?

There's over three times more luggage space in the Falcon than in the most popular foreign import...23 cubic feet in all.

How much luggage will that 23 cubic feet accommodate?

That's room for two men's two-suiters, a lady's wardrobe, a lady's overnight case, a lady's train case, a man's overnight case and a set of golf clubs.



There are many more Falcon luxury-car comforts never before seen in a car this size, at this price.

Such as?

Such as foam-padded seating, arm rests, a Lifeguard Steering Wheel, Lifeguard Double-Grip Door Locks, door checks that hold the doors open, a heavy-duty battery, elegant new nylon fabrics that stay cleaner longer. Standard three-speed transmission has American shift patter—nothing new to learn. Then, too, there's a new Fordomatic transmission for easy, American-style, no-shift driving. Full U.S.-style instrument panel to keep the driver informed of fuel, oil, electric system. Far, far greater visibility of total glass area, almost double the glass area in the most popular imported economy cars—even more than some full-size 1959 American sedans. And, for your all-year-round comfort, the Falcon has one of the finest heater-ventilation systems in the industry.

Let's get back to gas mileage for a moment.

Certainly.

Aside from gas mileage, is the Falcon an economy car?

Well, the Falcon goes 4,000 miles between oil changes. Its Diamond Lustre Finish never needs waxing. Then, too power brakes and power steering—two popular extra-cost options—are unnecessary in the Falcon. In fact, they're not available. Remember—there's almost a ton less car to stop and steer. Insurance and maintenance should cost less in a Falcon, too.

Why should insurance and maintenance cost less?

Much easier servicing. For example, an entire fender can be replaced in minutes for only a few dollars. Every part of the Falcon has been engineered for just this sort of quicker, lower cost servicing anywhere.

Anywhere?

Over 6,900 Ford Dealers across the country will offer complete Falcon care.

Honestly now—will owners feel safe and secure driving the Falcon on our modern superhighways?

That sounds like a comparison of the Falcon with the foreign economy cars.

Is such a comparison valid?

No! Such a comparison just couldn't be further from the truth. The Falcon has been specifically designed for U.S.A. superhighway travel—with more than twice the power of the most popular foreign imports. There is no highway anywhere in American where a driver has to be afraid of taking the Falcon. The best proof of this is the Falcon's Experience Run U.S.A....over every mile of numbered Federal Highways in the country.

Just how fast can the Falcon go?

Most drivers will never get the chance to see. Ford test drivers were honestly amazed by the Falcon's nonchalance in pulling out and passing some highly touted American "power-houses." On the 60-70- mph turnpikes, it cruised all day like a big car. There's no doubt about the Falcon's "big-car" performance. Its all-new, six-cylinder engine was specifically designed to power the Falcon's new weight and new size...and in no way is this new engine a rework or adaptation of Ford's famous Mileage Maker Six.

Where is the Falcon's engine located...front or rear?

Up front—where most engineers and owners believe it belongs.

Why should a front-mounted engine be preferred?

This is a hard question, so let's start at the beginning. There are 3 different engine locations that can be used on a car. One is the rear-mounted engine.



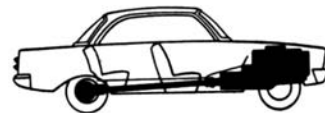
In this type layout the engine is in the back and the luggage space up front. This design has become very popular in any of the small, post-war foreign imports.

The second possibility is front-engine design with front-wheel drive.



Here everything is centered up front...with engine power applied directly to the front wheels. This design has not proved to be practical.

Third, is the conventional front-engine design with engine power transmitted to the rear wheels through a driveshaft.



This design—which is used for the Falcon—has been by far the most successful. Its dependability has been proven in over 200 million cars. With the engine up front, the car's center of gravity is forward for better directional stability. This gives the driver more positive, easier control of the car.

People often say: the bigger the car, the smoother the ride. Where does that leave the Falcon?

The Falcon is out front in riding comfort...because up front the Falcon will have the same famous Ball-Joint suspension as all 1960 Fords. Only the coil springs have been mounted differently to give the Falcon a steadier, more stable, "longer wheelbase" ride. Special built-in rebound controls in the front shock absorbers allow the Falcon to soak up road shock just as effectively as car weighing 1000 pounds more.

Is there any truth in the report the Falcon does not have a frame?

The report is true. It refers to the Falcon's new unitized body. This method of construction does away with a car's frame as it is known today. The frame is now an integral part of the body structure.

Is there any particular advantage in this unitized body?

In the Falcon, unitized construction makes it possible to build a car of minimum size and weight—yet with maximum strength, safety, comfort and freedom from rattles. While on the subject of body construction, here's another important point. All vital Falcon body areas are of a new galvanized steel that helps prevent rust. This new steel process is still a Ford secret.

One last question. What's the styling concept behind this car?

Very simply stated—an economy car doesn't need to have an economy-car look. That's why the Falcon has a marked resemblance to the entire 1960 Ford line...including the most luxurious models. The Falcon is the newest evidence that Ford builds the world's most beautifully proportioned cars.

FORD DIVISION *Ford Motor Company*

Ford Falcon Auction Results for 2017 By Wally Tirado

It can be difficult to tell when a classic car is going to make a lot of money at auction and when it will fail to meet the seller's expectations. So much of it is subjective. However, the following list is the 2017 auction results of the leading auction companies found for the Ford Falcon. This list is not exhaustive. Auction results should not be construed as to value of your car, just representative of market indications. All photos courtesy of respective Auction Companies.

Barrett-Jackson Auction Company [barrett-jackson.com]	
1963 FORD FALCON FUTURA CONVERTIBLE – \$16,500 3H15U151444 – 170ci 4 speed	
1964 FORD FALCON FUTURA SPRINT CONVERTIBLE – \$16,500 4H15F194474 – 260ci, 4 speed	
1963 FORD FALCON CONVERTIBLE – \$14,300 3H15U170087 – 170ci, 3 speed	
1962 FORD FALCON – \$12,650 2T11S121343 – 144ci, 3 speed	
Carlisle Auctions [carlisleauctions.com]	
1960 FORD FALCON – \$17,000 302ci, 4 speed	Photo Not Available
1963 FORD FALCON FUTURA CONVERTIBLE – \$12,000 260ci 4 speed	
Dan Kruse Classics [dankruseclassics.com]	
1966 FORD FALCON RANCHERO – \$8,750 6K29T195711 – 289ci, 4 speed hmmm, and again it was sold...	
1966 FORD FALCON RANCHERO – \$16,000 6K29T195711 – 351ci, 4 speed	
1963 FORD FALCON CONVERTIBLE – \$7,500 3H15U149456 – 170ci, Automatic	
Leake Auction Company [leakecar.com]	
1964 FORD FALCON SPRINT CONVERTIBLE – \$19,000 Not Sold 4H14F160316 – 260ci, Automatic	
1963 FORD FALCON SPRINT HARDTOP – \$15,600 Not Sold 3H17F243468 – 302ci 4 speed	
1963 FORD FALCON SPRINT CONVERTIBLE – \$8,750 Not Sold 3H15F233449 – 260ci 4 speed	
Mecum [mecum.com]	
1963 FORD FALCON RESTO MOD – \$130,000 SOHC 427 CI, Custom Build	
1964 FORD FALCON FUTURA CONVERTIBLE – \$25,000 302 CI, 5 speed	
1964 FORD FALCON FUTURA CONVERTIBLE – \$24,000 260 CI, 4 speed	
1965 FORD FALCON HARDTOP – \$20,500 302 CI, 4 speed	
1965 FORD FALCON RANCHERO – \$20,000 A-Code 289ci, 4 speed	

1963 FORD FALCON CONVERTIBLE – \$19,000 Not Sold 5.0L, Automatic	
1964 FORD FALCON – \$19,000 289/300 HP, Automatic	
1963 FORD FALCON SPRINT CONVERTIBLE – \$12,500 Not Sold 3ci, Automatic	
1963 FORD FALCON TUDOR – \$12,000 302 CI, 4 speed	
1960 FORD FALCON CUSTOM – \$8,500 Fuel-Injected 5.0L, 5 speed	
1961 FORD FALCON TUDOR- \$8,000 Not Sold 170 CI, Automatic	
1965 FORD FALCON FUTURA TUDOR SEDAN – \$7,250 200 CI, Automatic	
1960 FORD FALCON TUDOR SEDAN – \$6,500 144 CI, Automatic	
RM Sotheby's [rmsothebys.com]	
1965 FORD FALCON SQUIRE – \$17,600 200ci, Automatic, unrestored	
1963 FORD FALCON SPRINT CONVERTIBLE – \$16,500 260ci, Automatic	
1963 FORD FALCON FUTURA- \$16,500 170ci, Automatic, 10k actual miles	
1965 FORD FALCON FUTURA – \$15,400 302ci, 4 speed	
1962 FORD FALCON RANCHERO – \$15,950 170ci, 3 speed	
1963 FORD FALCON RANCHERO – \$8,800 260ci Automatic	
1963 FORD FALCON FUTURA CONVERTIBLE – \$7,000 170ci, Automatic	
1961 FORD FALCON RANCHERO – \$5,500 170ci, 4 speed	
1962 FORD FALCON RESTOMOD – \$3,190 3.8-liter V-6 engine, Automatic	
Russo & Steele Auctions [russoandsteele.com]	
1962 FORD RANCHERO – \$31,900 302ci, C4 Automatic	
1963 FORD FALCON FUTURA CONVERTIBLE – \$16,225 170ci 4 speed	

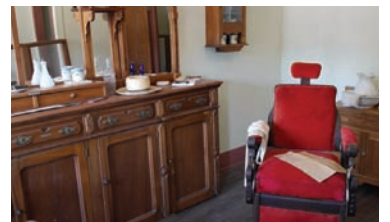
Falcon Club of America 39th Annual National Meet Wichita, Kansas July 18-21, 2018



Calling All City Slickers

Are you ready to step back in time for the National Meet in Wichita? Come and have some good old fashioned fun at the local saloon? April Fools! These aren't pictures of modern Wichita; these are photos of the town's Cowtown Museum.

Have you ever wondered what it must have been like for the cowboys back in the Wild West days? Have you wondered if *Gunslinger* was true to real life back then? What did Miss Kitty really have in her saloon glass? What did Festus do all day? Did Marshal Dillon really fight Indians? What did Doc's office look like? You may not find these answers in Wichita. You might need a stop a "fer piece down the road" in Dodge City. You can, however, see what life was like then at the Cowtown Museum. You'll connect with history through artifacts in their 10,000 piece collection that tells the story of Wichita's transformation from a frontier settlement, to a cattle town, to an agricultural and manufacturing area.



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1955-66 THUNDERBIRD STREET ROD	

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Letter to the Editor

We'd love to hear from you.
Send your letters to fca.editor@yahoo.com.

Who else can drive 160? There is a very significant difference in Falcons which were exported to other countries. Our speedometer is measured in kilometers.

Here is the dash in my 1960 Falcon showing the measured kilometers. My car was exported to Israel in early 1960.

All the best.

—Benni Haspel (FCA #12876)
Rananna, Israel



JUST FOR FUN

On page 29, we had a little April Fools Day fun about Wichita, Kansas. *Gunsmoke* was also mentioned. Here's a few fun facts about one of the most popular TV shows of all time.

- *Gunsmoke* holds the title as the longest-running dramatic series in network television with a whopping 635 episodes over the span of 20 years. The TV show was based on a radio drama that began in 1952. Its TV run was from 1955 to 1975.
- Because James Arness had suffered machine gun fire to his lower leg and foot in the WWII Battle of Anzio, scenes involving significant walking were filmed early in the day.
- Kirk, Spock, Bones and Scotty from *Star Trek* can be seen in various episodes of *Gunsmoke*. Three *Brady Bunch* kids— Peter, Jan and Cindy also made appearances in the show.
- Actor Gary Busey had the honor of being the last to die on the series.
- The show popularized the idiom "Get the hell out of Dodge."
- Long before he became Festus, Ken Curtis had a successful singing career. When Frank Sinatra found bigger pastures, Curtis replaced Sinatra's role in Tommy Dorsey's big band.
- In 1967 CBS president William Paley moved the show to Monday primetime—the time previously home to *Gilligan's Island*. It was given the ax to make room for *Gunsmoke*.
- In Britain, the show went by the name *Gun Law*.

HOW TO ADVERTISE IN



GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

Ads will run for minimum of two months. After initial placement, ads must be resubmitted monthly. No phone calls or faxes are accepted for ads. Ads must be received by the 20th of the month, two months before publication month (For example, May 20 is the deadline for the July issue).

FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.

Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad.

AD CONTENT

Please include the following for FALCONS FOR SALE ads:

Vehicle description: year, model, body type, paint color, engine type, transmission, condition, special options, mileage and what may be unique about your vehicle.

Asking price: Examples: \$8,500; \$3,600 OBO

Contact information: Your name, email address and /or phone number (913-555-5555) and your two digit state code (Example: Michigan = MI).

For PARTS FOR SALE ads, please include description of item, asking price, and contact information as above.

MEMBER BUSINESS CARD PAGE INFORMATION

Individual rate: \$120 per year; Business rate: \$150 per year. Payable annually. Use your own artwork or we can scan your business card to fit. Ad size is 2.4125 inches x 1.3785 inches. Send artwork to fca.editor@yahoo.com.

PAYMENT FOR ADVERTISING

Checks should be made payable to the Falcon Club of America.

Send ads and photos by email to fca.editor@yahoo.com.

Ads and photos sent by mail and payments may be sent to: Janet Wilkerson, FCA Editor
22806 Bradford Ln. Ct., Blue Springs, MO 64015

Falcon Club of America is not responsible for errors. An error will be corrected in the next issue, as requested. The FCA reserves the right to refuse advertising from any person or business.

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